

6. IMPLEMENTATION

The implementation of this plan will take place over a period of years. Some of the implementation measures described in the preceding paragraphs may not ever occur, if the potential development that would trigger these measures does not materialize. Others may take place in a relatively short time frame, while still others are dependent on larger future construction projects, and, of course, on funding.

As mentioned earlier, implementation involves both physical and regulatory improvements. While physical improvements are generally the most visible and costly, regulatory changes have potentially greater impact from an access management standpoint. The improvements that are recommended as a result of this planning process are described in Chapters 4 and 5, but are summarized in this chapter in order to provide a concise listing of the plan's recommendations.

Physical Improvements

1. New development in the vicinity of the new M-64/River Road intersection should employ such access management techniques as shared driveways and/or frontage roads to avoid congestion near this intersection.
2. Future increased traffic volumes on state trunk lines may warrant turn lanes or passing flares to maintain traffic flow and safety. Funding from developers and/or MDOT, where available, should be used to reduce the financial burden on the Village.
3. Any new access points along state trunk lines should be constructed using MDOT recommended separation distances from intersections as a minimum standard, in order to maintain sight distances and minimize conflict points.
4. The Village of Ontonagon should undertake the development of a plan in accordance with the requirements of the Safe Routes to School program, and apply for funding to construct infrastructure improvements to afford maximum safety to children crossing the new highway corridor to reach the elementary school.
5. Continue to monitor public concerns which have been expressed regarding possible installation of pedestrian crossing signs and a blinker light at the US-45/M-64/M-38 intersection.
6. Continue to evaluate whether pedestrian crossing signs and pavement markings should be installed at the Heard Street/M-38 intersection to improve pedestrian safety.
7. Combine driveways to existing residences near the realigned intersection of Greenland Road and M-38, near the current location of Mercury Street, in order to reduce the number of conflict points.

8. Monitor sight distance and drainage issues at the intersection of 7th Street and M-38; construct drainage improvements to reduce runoff across 7th Street during storms.
9. Combine the northern entrance to the IGA and Family Dollar stores with the southern driveway leading to the Ontonagon County Courthouse.
10. Construct curb and gutter to delineate entrances to commercial development along M-38 near the eastern limits of the Village.
11. Remove planter at the US-45/Greenland Road intersection. Continue to monitor sight distance issues at this intersection.
12. As development occurs in the Renaissance Zone and in undeveloped residential areas, shared driveways, frontage roads, and interconnected internal streets should be constructed to minimize the number of access points onto state trunk lines.
13. As the Renaissance Zone and new residential areas are developed, construct a roadway providing access to US-45 as well as M-38.
14. Eliminate angle parking on the east side of Copper Street and replace with parallel parking to improve accessibility for fire trucks.
15. Utilize curbing, signage, and pavement markings to improve traffic flow through the interconnected parking areas south of River Street.
16. Prohibit new driveways along the Business US-45 truck loop, and require any new access to occur via alleys, in order to maintain traffic flow on the truck loop.
17. Add warning signs on Houghton Street (e.g. "Cross Traffic Does Not Stop") to reduce the potential for crashes at the Houghton/Michigan Street intersection.

Regulatory Changes

1. Amend the Zoning Ordinance to include provisions for site plan review for all proposed new development in the Village.
2. Amend the Zoning Ordinance to include provisions for review of all proposed new development within or significantly affecting the study corridor by a Coordinated Site Plan Review Committee.
3. Amend the Zoning Ordinance to include requirements for access management techniques within the study corridor.
4. Amend the Zoning Ordinance to include minimum lot sizes, lot widths and setbacks in all districts which do not currently have such requirements. Evaluate the adequacy of existing lot size, width and setback requirements in light of access management, and amend the ordinance as needed.